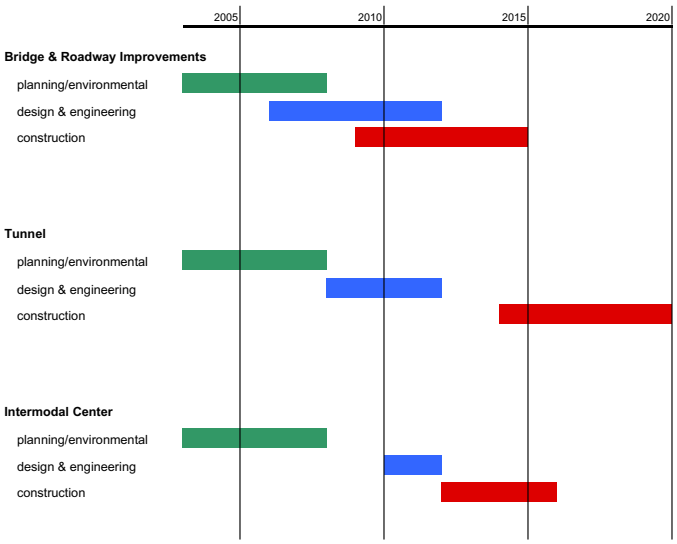
VI. Implementation

"What do we need to make South Capitol Street a world-class gateway?"

—Maryland Congressional Representative Steny Hoyer, January 2003



The South Capitol Gateway and Corridor Improvement Study has laid the groundwork for the next phase of work on South Capitol Street. The resulting documentation of existing conditions, compilation of traffic data for the entire study area, and other information gathered will be used to produce an environmental document analyzing how new transportation infrastructure will impact the corridor's overall conditions.

2003–2004 The next phase of planning will be a study that focuses on interchanges and roadways east of the river. This study will provide additional traffic data, which will help refine some of the design concepts introduced in *The South Capitol Gateway and Corridor Improvement Study.*

2004–2005 The subsequent planning studies will address the tunnel and the bridge to analyze specific alignments, construction methods, geologic conditions, and marine traffic patterns.

2004–2006 Rehabilitation of the existing Frederick Douglass Memorial Bridge will include structural steel repairs, lighting improvements, and preventive maintenance.

2004–2008 A first-tier environmental analysis will take a broad look at the AWI transportation network and concurrently provide clearance for the South Capitol Gateway project, including the tunnel.

2007–2012 Design and engineering of the South Capitol Gateway project will include the tunnel and bridge.

2010–2015 Construction will include the South Capitol Street boulevard from Washington Avenue south, the new bridge New Jersey Avenue, and connectivity improvements east of the Anacostia River.

2013–2016 The Southeast Bus Garage will be converted to a new intermodal center after WMATA relocates its bus maintenance function.

2015–2020 Construction of the tunnel will include its connections to the adjacent transportation network.

During this 17-year process, local residents and community members will play an integral role in the decisions being made. Gaining feedback from citizens, as well as federal and District stakeholders, is essential to the successful completion of this massive project.

VI. Implementation

Project Costs

The following estimates are partial and preliminary and would require refinement based on the extensive series of studies outlined above. The following figures begin to address the planning, design, and construction of streets, bridges, sidewalks, and other transportation facilities. They do not include the creation of a new transit line, which is still under study by the Washington Metropolitan Area Transit Authority (WMATA). They also do not include the costs of real estate, major utility relocation, new parks and memorials along the corridor. A combination of federal, state, public, and private funds would be necessary to support this substantial investment.

Conceptual Cost Estimates

Bridge and Roadway Improvements	Estimated cost, $ millions
Construction between the SE-SW Freeway and the river: 6-lane Boulevard on South Capitol Street, improvements to New Jersey Avenue, Van or Half Street and Potomac Avenue	45
Construction of Bridge	209
Construction of improved connectivity east of the river	73
Construction of connection to Suitland Parkway	47
Planning, engineering, and construction management	90
Escalation at 3.5 percent per year	75
Contract contingency	54
Total bridge and roadway improvements	593

Tunnel	Estimated cost, $ millions
Tunnel construction	631
Planning, engineering, and construction management	152
Escalation at 3.5 percent per year	126
Contract contingency	91
Total tunnel	1000

Total Project Cost	1593